

SUMMER LEISURE.

THE SEASON AMONG THE CATSKILLS.
UNSURPASSED NATURAL ATTRACTIONS OF THE CATSKILL REGION—TWO LARGE NEW HOTELS TO BE OPENED THIS WEEK—THE OLD RESORTS IN BETTER TRIM THAN EVER BEFORE—IMPROVED MEANS OF ACCESS—A GREAT SEASON IN PROSPECT.

ROMAN OCCASIONAL CORRESPONDENT OF THE TRIBUNE.

KINGSTON, N. Y., June 20.—The growing popularity of the Catskill Mountain region for summer resort has become marvelous in extent; and those who have never visited the locality in the season are not likely to form any adequate notion of the present magnitude of operations there. For nearly sixty years these mountains have been visited by tourists and others; but it is only during the last ten or fifteen years that the region has become so famous as a summer resort; and the last five years have marked its greatest increase in favor.

Perhaps the most attractive feature of the Catskills to the ordinary city visitor in search of rest and health is the air. Nowhere else can be found pure, more invigorating air than that which here rushes into the boughs at every inspiration, and without even a person's fee. On ascending the mountain sides the change is plainly felt, and the charming landscapes which ever and more burst upon the vision are not more pleasing or exhilarating than the invigorating sense of relief and revitalization which goes tingling through the system. And as the days of one's sojourn by the mountain air are wonders. One sleeps soundly, and feels never taste so good before. This is especially true of the higher altitude, but less so in some lower and otherwise unfavorable localities. Concerning the other natural attractions of the region it is scarcely necessary to speak in detail. So much of Nature's pictureque handiwork is rarely spread so near the centers of busy life and trade as here. All of them are fully catalogued and described in the guide books and hotel circulars, and to the regular visitor as well as the great mass of intelligent readers, no rehearsal will be needed to impress the enchanting beauty of the locality upon the mind. The efforts of man for the comfort and convenience of visitors seem, however, to deserve some little notice. It has been quite possible to enjoy the air and scenery without fatigue or discomfort. Elegant hotels have been constructed, and all modern conveniences, and a full share of luxuries have been provided, and are to be had at a moderate cost. Attractive points have been rendered more accessible by easy carriage roads and interesting footpaths deep chasms have been bridged, and mountain communication between the various prominent parts of the range have been established and greatly improved. The roads are generally kept in good repair, and the drives have recently been much extended. Facilities for driving are everywhere more numerous than formerly, and enable the invalid and weak to see and enjoy more of that which was heretofore only attainable by the courageous and strong.

THE NEW HOTELS.

Two hotels have been built since last year, and will now open for the first time. The larger is to be known as the Hotel Katerskill. It is situated at Sunset Rock, on South Mountain, a charming point familiar to every visitor of the Catskills. This, when completed, will be, it is said, the largest mountain hotel in the world, with accommodations for 1,000 guests. It is already an immense structure, and appears like a small village from the river. It has been found impossible to complete entirely the vast building this year, but a portion will be finished in a few days, when it will be opened for the reception of 300 or 400 guests. It is four stories high and surrounded by three immense towers. The entire cost is estimated at \$1,000,000. It will be built in a straight line the hotel would extend to a thousand feet. An immense barn covering four acres, for stabling over hundred horses, is provided. The erection of a number of cottages is also contemplated. The house will open on Saturday next. This is a Philadelphia enterprise, Mr. George Hardinge of that city, being its promoter and owner. The construction of a carriage road from Palenville up the precipitous descending line between Ulster and Delaware passing through the hotel office. Guests can sleep in our county and eat in the success which now seems assured.

SOME OLDER HOTELS.

Not far from the Grand Hotel is the Gilgoe House, also on Pine Hill, and favorably known to the posted as a desirable place, at moderate prices. It has been recently enlarged and improved. Further down the charming valley, traversed by the railway, are numerous hotels and boarding houses, each having advantages and attractions of its own, varying in extent and capacity. conspicuous among them is the Tremper House, at Planchia, which was opened for the season on Thursday in the presence of the Congregational Minister's excursion party. This is the third season, and it has already taken a prominent place among the favorite resorts, not being able to accommodate the rush of last year. Located at the entrance of Stony Clove, which, by the construction of the Stony Clove Railroad, now in progress, will hereafter be the great diverging point for mountain visitors, its situation is thus rendered more important than ever. And yet, by reason of the surrounding high mountains, the view is quite limited.

The Oakwood House, on Overlook Mountain, is still true to its name, being the highest of all, and its guests have the privilege of looking down on every other human habitation. Nowhere else is the view so extensive as here, and a fine observatory has recently been placed on Harper's Rock, at the crest, which former guests will readily appreciate. A winding alley has also been added to the attractions of the place, and various other improvements. The stage ascent from the little West Hurley Station is rendered as comfortable as possible, and is not usually regretted by those who enjoy romantic views of nature. The house may now be reached from the famous Groom's County resort on the north, by a beautiful carriage drive, which was especially laid out to severely tax the hotel's capacity at times. The Overlook House opened a few days ago. In the northern portions of the range, in Greene County, among the established resorts is the old Beach House, at Pine Orchard, the pioneer hotel of the mountains, which has now opened for its fifty-eighth season, and is to be reckoned in the number which has long characterized the place, and is to the most famous in the Catskills. Its popularity is mainly derived from permanent guests who have come to live upon its charms. The natural attractions of the region have come to historic. It is thought by some that the new structure at Sunset Rock will largely detract from the patronage of this house; but it is surely probable that the two will continue to receive increasing patronage with each successive year. In most cases capacity has been greatly enlarged, and yet the pressure for supplying the demand now seems as great as ever. In the case of Catskill Heights, a short ride from Catskill village, a new hotel, the Grant House, at Johnson Heights, is about to open.

The difficulty of reaching the numerous resorts on the mountains in the Greene County section has for years been an insuperable obstacle to find entertainment. There last season the one available road, the Catskill Turnpike, a lawn, Hunter, and Central Houses, at Hunter, and a few others, all through this old region, are increasing patronage with each successive year. In most cases capacity has been greatly enlarged, and yet the pressure for supplying the demand now seems as great as ever. In the case of Catskill Heights, a short ride from Catskill village, a new hotel, the Grant House, at Johnson Heights, is about to open.

TWO STEAMBOATS IN COLLISION.

THE GRAND REPUBLIC BADLY DAMAGED, CAUGHT BY WIND AND FIRE IN THE EAST RIVER AND SWUNG INTO THE ADELPHI—THE TRIP TO ROCKAWAY ABANDONED—THE OTHER BOAT UNHURT.

A collision occurred yesterday afternoon in the East River, opposite Fulton Ferry, between the excursion steamer Grand Republic, of the Sound Line, and the steamer Adelphi, of the Grand Republic service. It is believed that she could not proceed on her trip to Rockaway. No one on either boat was injured. The accident was said to be due entirely to the wind and tide. A water-bus, the Croton, got past the Adelphi and was unharmed.

The Grand Republic was slightly damaged. The Grand Republic started from Pier No. 6 North River at half-past 2 o'clock, and was about to make her usual landing at Jewell's Wharf, Brooklyn, when a gale got up in her way in mid-stream and compelled her to stop. Before she could get under way again the wind and tide had forced the steamer over against the New York pier. After half an hour, she lay alongside the pier at New York. At 2 P.M. she started together the Grand Republic striking the Adelphi with her port paddle-wheel, which was a portion of the latter's outer rudder. Her own wheel was badly sprung and broken, and a portion of the paddle-wheel was dislodged. In the trial and evidence made it plain that she could not have been to blame. When the steamer lay at Jewell's pier the people who came on board informed her of the accident and went ashore again. The steamer was slowly towed to the foot of West Street, where she was laid up for repairs, which will probably occupy a day or two, the passengers having been landed at the points where they had come aboard. The Adelphi went on her regular evening trip. At the time of the accident there were about 150 persons on board. The collision was frightened for the moment, but many were ignorant of what had happened, and no panic occurred.

John A. Pease, the captain of the Grand Republic, made light of the accident, and said that the damage to the Grand Republic was nothing to speak of. He steady would be unable to move to his destination by noon. When asked if any blame was attached to the pilot, he said nobody was blamed for the accident. The pilot was a careful, trustworthy man, and had been employed by Mr. White for fifteen years. The accident was easily accounted for. The lighter was in the way, and it was necessary to steer the ship to avoid it. It could get a clear course when the paddle-wheel which was stopped by the tide, was caught by the tide, which was running swiftly, and swerved around against the Adelphi. Meanwhile a small boat made an effort to get clear of the two vessels, and brushed under the stern of the Grand Republic, losing some of its ornamental woodwork, and was driven away.

The Grand Republic, Luke Schenck, was found on the vessel at the foot of West Twenty-second street, last evening. He gave the following account of the accident: "We started from Pier No. 6 and went around the Battery to the pier of the Adelphi. We were about half an hour late in making the turn, because the wind was blowing very hard. The Adelphi was run into. When I got on board, my unknown companion white, was drawn down the Sound from Norwalk with 200 passengers bound. The Adelphi was wholly with the house. The passengers had all got off, and the crew were all on deck excepting the captain. They were all safe except one, who was taken ill with the crew and said, 'I am white' and steerer was to go to the foot of Bond St. and said there in early on foot of water. The United States Army Hospital Ship Vesuvius, in the harbor, took him off. He was sent to the U.S. Hospital in Manhattan, at the mouth of the Hudson. 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